crews of the Reading and West Jersey railroads ere tolling by the light of huge bonfires to clear away the wreck and splinters of broken cars. By dawn they had practically cleared the tracks Broken and battered out of shape, the huge engine of the express lay on its side by the track. Pinned beneath, with his pale, bloodstrened face staring into those of the men working, was Farr, the engineer. Not until this morning were the wreckers able to raise the wrecked engine and draw from beneath it the crushed body of the engineer. It was placed in a box and taken to Farr's home here. It was reported last night when Mrs. Farr heard of her husband's death she fell dead. This was not so. But she fell into a swoon, and to-night is lying in a serious condition from the shock she re-

SCENES IN THE HOSPITAL AND MORGUE. The scenes around the hospital and morgue this morning were harrowing. The first trains from Bridgeton, Salem and the other towns from which the victims of the accident came brought relatives and friends. Some came with no hope but to take home the bodies of their lost ones. Others came in hope and fear-hoping to find those they sought alive or not badly injured, and

dreading to find them dead or dying. The old excursion house at the foot of Mississippl-ave, had been turned into a temporary morgue. Here, stretched out on the floor in two parallel rows, were the dead in boxes. Some attempt had been made to clean the corpses, but some were half nude, their torn and tattered clothing not covering their limbs, and nearly all were horribly mutilated. The body of a woman lacked a head another an arm; some a hand or

Outside the morgue a great crowd was collected. Many of these were only of that morbid class which is attracted by death and suffering like carrion birds. The pale faces and trembling forms of others in the crowd told at a glance that their errand was far different. They sought their dead. Ropes stretched around the entrance barred out the crowd, and the police let no one in who they did not think had business to take them there. The scenes as the bodies were identified were sad and pathetic beyond words. One will suffice for an example:

Among the killed are Joseph Peters and his young son Morris. Mrs. Peters and her daughter came from Bridgeton this morning to look for their relatives. They were taken to the morgue, As the two women came into the room and saw the two rows of pine boxes, they shrank back, pale and affrighted. Finally, mustering up courage they were led, trembling, to the first box. As the lid was taken off the mother recognized immediately the bruised and battered face as that of her boy. With a shriek, she tottered and fell forward, and would have fallen prone across the coffin if she had not been caught and upheld. Scarcely able to stand and mouning piteously she was drawn gently toward the second box Mother and daughter recognized at a glance the husband and father who had left them so happily yesterday morning. With piteous cries that wrung the hearts of all around, the two grief-stricken women were half carried, half led | first road built, but they say that, notwithstand-

The scenes at the sanitarium, the hospital to which the injured were taken, were repeated with less acuteness than at the Morgue as relatives found those they sought. The character of the train struck is shown on the dead and injured. It was made up of families who had been spending a happy day at the shore, and the slaughter among these families was awful. In some instances all were killed in a family; in others, the Wenzell family particularly, some were killed and all the others hurt.

The Coroner's jury viewed the bodies this morning, and they were all taken away to-day except those unidentified. The Pennsylvania Railroad furnished a special train which took twenty-three bodies to Bridgeton this afternoon. The bodies of the others of the identified dead were taken away on other trains during the day.

THE CORONER'S INVESTIGATION BEGUN.

Coroner William McLaughlin has been the busiest man in Atlantic City to-day. Imme diately upon hearing of the accident last night Mr. McLaughlin went to the scene. He went directly into the block tower and questioned George F. Houser, the operator. Houser told the express got there, and he set the "clear" signal for the West Jersey train. To understand Houser's statement properly, some explanation of the signalling system is necessary The system used is the interlocking block system. There are three poles with semaphores controlled by the tower on the Reading tracks and two on the West Jersey. The pole furthest from the tower on the Reading tracks is distant about 2,000 yards. The other two are much closer. When the "clear" signal is set on the Pennsylvania track, this automatically sets the "danger" signal on the Reading tracks, and vice versa. The "danger" signal is still set to-night on, the Reading tracks. Refore Houser could make a further explanation to the coroner, he received an order from the railroad officials to say nothing. He obeyed, and would make no Houser was put under arrest by the coroner. To-day Mr. McLaughlin impanelled a jury of

prominent business men. The jury is made up

Foreman, Charles Evans, president Atlantic City National Bank; T. J. Dickerson, director of the Union National Bank; County Clerk Lewis Evans, Charles E. Adams, director Union National Bank; Levi Albertson, ex-postmaster of Atlantic City, and City Hall Commissioner John B. Champion.

THE DANGER SIGNAL SET. After riewing the bodies this morning, the jury ncon. With the Coroner and jury were Prosecutor of Pleas Samuel E. Perry, Law Judge Joseph Thompson, representing the Reading Burlington County, representing the Pennsylvania Railroad, and Superintendent Deice, of the Atlantic Division of the Reading. When the party arrived at the scene, Mr. Deice explained to the jury the signal system in operation. The signal wires had not yet been repaired, and there was the accusing signal arm still set at "danger" on the Reading side and at "clear" on the Penn-

This evening Mr. McLaughlin released House on \$500 ball, to be answerable to the verdict of the Coroner's jury.

Houser is a young man, and when brought before the Coroner appeared cool and composed. After his release a reporter for the United Press asked him for a statement of how the accident occurred. Houser refused to talk, only saying that his "explanation would be made later." The railroad officials of both companies here will not talk, and it is difficult definitely to lay the blame for the accident.

Houser certainly set the danger signal for the

First

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Reading train when he gave the right of way to the excursion. The question is, did he set the signal in time for Farr to see it, or did he become excited when he saw a collision imminent and set it too late for Farr to stop his train? Farr was an experienced engineer, and it seems incredible that he would rush past a danger signal down to a crossing that was being approached by a train he could clearly see.

Further, the Reading has the right of way at the crossing over Pennsylvania trains, and, still further, an express train has the right of way before an excursion special.

Still, in view of the statement of Greiner, the engineer of the excursion train, in Camden today, and the position of the signal arms, the burden of the responsibility at present rests with the Reading train when he gave the right of way to

den of the responsibility at present rests with the dead engineer.

WHAT THE READING FIREMAN SAYS. Thomas Hallahan, fireman of the Reading train, may be able to tell how Farrigot the signal, but he will not talk. He was seen and asked about the accident. He said he was on the tender on the fireman's side. It was hardly a

ment, he says, between the time he saw the ursion train and the crash. The engine toppled over, burying Farr under it, and throwing Hallahan clear of the wreck, doing him no injury evond some trivial bruises Beyond this Hal lahan would say nothing, and the full story will probably not come out until the Coroner's inquest begins on Monday morning.

It developed to-night that last night's ride, which ended in disaster and death, was for Farr, at least, to have terminated in a change of circumstances and a happer life. It was

of circumstances and a happier life. It was to have been his last ride on the engine, and the second man in the cab, who was also killed and whose identity has not been fully estab-lished, was to have succeeded him. Farr and his wife had been saving money for several years and managed to accumulate enough to stock a little store in Atlantic-ave, with cheap notions. To-day had been fixed for the begin-ning of the new career. But to-day the store is

Throughout the entire day the scene of the wreck was the goal of countless excursion parties. Every road leading thither was choked with vehicles of every sort, and the omnibus drivers flourished. But the admirable police arrangements kept these morbid curiosity-seekers as a goal distance from the road.

at a good distance from the point.

The usual greeting, "Are you going to the boardwalk?" has given way to "Are you going to the wreck to-day?" And everybody went.

RAN PAST THE SIGNALS.

ENGINEER'S CARELESSNESS PROB-ABLY CAUSED THE DISASTER

PARR, WHO RAN THE READING EXPRESS AND WAS KILLED, GENERALLY BLAMED BY RAIL-ROAD MEN-MANY NABROW ESCAPES

RELATED BY PASSENGERS IBY TELEGRAPH TO THE TRIBUNE !

Camden, N. J., July 31 .- The question of responsibility for the fearful crash near Atlantic City is being discussed on all sides, and the consensus of opinion here is that the Reading express train was to blame. It is an acknowledged fact that a clear signal for the West Jersey excursion train was shown from the signal tower Officials of the West Jersey Railroad admit that under ordinary circumstances the Reading has the right of way at the crossing, as it was the ing this, no train has a right to run by a red block signal, and, therefore, the responsibility will rest upon the Reading company. They denied that there was any agreement between the two companies whereby the West Jersey and Seashore Railroad Company was to stand responsible for any accident that might occur at this crossing. There will be hundreds of damage suits growing out of the accident, and one of the companies will certainly be held responsible.

THE EXCURSION HAD THE RIGHT OF WAY John Greiner, engineer of the West Jersey and clear track from the tower. Said he: "The train omposed of an engine and six curs. My fireman was Morris Newell, of No. 329 Royden-st. Camden. The train left Atlantic City at 6:40 o'clock. It was about two minutes later when leaving the drawbridge I looked out of one of the cab windows and saw the Reading express flying shoreward. It was then probably two miles away. There was a Camden and Atlantic accommodation train running in the same direction him that he thought the excursion train had that the Reading flyer was going. From what I injured. could observe, the trains were racing. I looked up at the tower and saw that I had a clear track. The signals are interchangeable, and the fact that the white was against me would throw the

red against the Reading express. "As the express came thundering down upon the crossing I saw that a collision was unavoidable. 'My God, Morris,' I said to my fireman, 'he's not going to stop!" Then I left my seat and tumped quickly on to the engine's steps. For an instant I was undecided whether to jump or not. Something prevented me from jumping, however, and I sprang quickly into the cab again. The next minute the collision came. Had I followed my first impulse and jumped I would have been crushed to death alongside the track. The engine of the express struck the excursion train about the middle of the second coach. Four of the cars left the track.

"It was in the second coach from the engir further explanation. Pending an investigation. that most of the people were killed. They were simply ground to death in their seats. My engine did not leave the track, and neither I nor my fireman was hurt. The engine of the express was literally smashed to pieces. Engineer 'Ed' Farr was killed beneath his engine. Conductor John Kelly was fatally burt. When the crash came my engine was completely severed from the rest of the train, and the locomotive ran down the track for several hundred feet before it was brought to a standstill. When I got back to the scene of the accident the sight which met my eyes was appalling. Dead bodies were strewn about everywhere, and the cries of the dying and were taken to the scene of the wreck this after- injured filled the air. It was a heartrending spectacle."

E. G. Blaisdell, assistant trainmaster of the West Jersey and Seashore Rallroad, went down Railroad: Law Judge Joseph H. I. Gaskill, of on the wrecking train last night and was at the catastrophe all night. He assisted in the work of rescuing the injured and removing the dead, and also investigated the cause of the accident, so far as possible. He came up this morning, and at once proceeded to the Broadst. station to make a report to the head officials.

SIGNALS DISREGARDED BY FARE. Station Master John Bodine said this mornof the Reading express, had run past three sig-nals, all against him, before his train crashed nal at the crossing. Mr. Bodine says that the engineer of the Reading express was to blame for the accident for passing these signals. He had a talk with John Greiner, the engineer of the excursion train, last night. He says that Greiner told him that he stopped before reaching the crossing and blew his whistle to get the operator to give him a clear signal. He got the clear signal and started on. The Reading train was so far away that he could not see it, but he noticed a cloud of dust, indicating its approach. It was far enough away for Farr to have ample time to check his train when he saw the red lights.

A West Jersey and Seashere Railroad conductor who came up from Atlantic City this morning says that he saw Farr's body in the cab of his engine. He denies that Farr had one hand on the throttle and the other on the airbrakes, but says that he lay on his back with both arms outstretched, with a bar of iron run clear through his chest. It is also rumored that there was some one in the cab talking to Farr at the time of the accident, but this could

not be confirmed. Officials of the West Jersey and Seashore Railroad said that a similar accident was narrowly

Colgate & Co's

VIOLET WATER

Engineer Scott was running an excursion train and had got a clear signal to go ahead, when he saw a Reading express rapidly approaching. Notwithstanding the signals, he stopped his train before reaching the crossing and the Readng train dashed by, and the engine was thrown from the rails by an open switch located at that point at the time. Scott was personally mended by Superintendent A. O. Dayton at the time for his action.

All the railroad officials of the West Jersey and Seashore Company agree that the red signal was shown to the Reading train at the time of last night's terrible disaster. They say that the system used is an electric block that locks the switches, and makes it impossible to open them after a train has entered the block.

SIGHTS NEVER TO BE FORGOTTEN

The early trains from Atlantic City this morning contained a number of the survivors of the wreck who missed the special train last night that arrived in this city about 1 o'clock, Some were cut and bruloed, but they had escaped serious injury. They are unable to give a clear account of the accident, owing to the exciting and terrible experiences that they passed through. They say that the cries of the injured and dying after the crash occurred are still ringng in their ears, and will never be forgotten.

Charles W. Seeds, of Bridgeton, was among the early arrivals at the Federal-st. station. He says he was in the fourth car, which stands almost on the crossover. He was in the Axth seat from the end when the front part of the car back to within three seats of him was smashed to kindling wood. He called to his wife to follow and jumped out the window, landing on his head and hands. He hurt his leg and side, but quickly jumped up and looked around for his wife. Not seeing anything of her, he jumped up in the window again. The car was full of smoke, but he saw his wife's gold watch glittering on the floor. He picked it up and found that the chain had been broken by a piece of heavy timber that just grazed his wife. He pulled her through the window by the hair of her head. Her back and one leg were injured. Seeds found that his wife was not seriously hurt, and then he turned his attention to the rescue of the injured who were still fastened up

in the cars.

One little girl who was cut about the head he found was held down by a seat, and he took her outside. He next came across a woman killed. The top of her head had been crushed in and her brains were oozing out. The flames from the blazing cars were fast creeping toward her, and he pulled the body away from the fire. He thinks it was Mrs. Trenchard. He assisted in taking eleven dead bodies from the wreck.

He says that when he left Atlantic City this morning it was reported that fourteen of the

morning it was reported that fourteen of the injured had died in the hospital during the night. Seeds says that the excursion train stopped before reaching the crossing, and waited to receive the white light announcing that the road was clear for the train to proceed.

MANY NARROW ESCAPES.

Allen, of Bridgeton, sat three seats of Seeds. When the crash occurred he was thrown out in the aisie. He continued to to splinters, and saw the debris completely fill the seat he had just been in. He quickly scrambled to his feet and jumped out the window. leaving his coat behind. He says that the cries of the injured could be heard above the noise of the crashing wood and escaping steam. He

P. M. Allen, of Shiloh, was in the next to the last car. He was standing by the door facing toward Atlantic City. The door was closed, but when the crash occurred it opened and he was thrown across the car. He was cut about the when the crash occurred it opened and he was
thrown across the car. He was cut about the
head and had his hip injured. His two sons,
Roy Allen, aged ten, and W. G. Allen, aged
twelve, were sitting in the seat with their
mother. The mother escaped injury, and the
two boys were bruised about the head and body.
Miss Lillian Tyler, of Bridgeton, had her back
through the morning

dured. She came up on a train this morning and arrived at the Federal-st. station about 11

and arrived at the Federal-st, station about 11 o'clock. She was so excited and overcome with emotion that she could not control herself. Her hair hung loosely down her back, while her eyes were filled with tears.

Benjamin F. Maull, of Bridgeton, a veteran of the late war, says that the sight last night was the worst that he has ever witnessed, and affected him more than any scene of minage in a battle during his four years' service in the war. The car in which he and his wife were sitting had one end completely demolished, and was soon filled with escaping steam. He told his wife to follow him and jumped out of the window. Before he could get on his feet his wife struck head first on his back. He said this probably saved her life, as she would otherwise probably saved her life, as she would otherwise have hit her head on the railroad tracks and probably had her skull crushed. They were both badly bruised, but otherwise escaped injury. He said that most of the people in his car escaped being scalded to death by jumping out the windows.

the windows.

John S. Kelly, of this city, conductor of the West Jersey excursion train, had his leg broken in three places and was cut about the head. He was still alive this morning, but may dle, and could not make a statement.

William Souder and his wife, who were reported among the missing, came up on the special train last night and were taken to their home in Bridgeton.

A DAY OF SORROW IN BRIDGETON.

THE BODIES OF MOST OF THE VICTIMS FROM THAT TOWN EPOUGHT HOME FOR RURIAL.

Bridgeton, N. J., July 31 (Special).-When the news was received last night by Mr. Meyers, nanager of the Delaware and Atlantic Telephone Company, that a collision had occurred at Atlantic City, wrecking the Red Men's excursion train from this city, the place went wild with excitement Mr. Mevers called up "The Ledger" representative, but before the telegraph operator could be found a pile of telgrams was sent to Atlantic City, and soon replies came pouring in. The office was crowded with people, who remained while the awful story of the creck and fragmentary details were coming in. The streets were crowded all night and have

Sunday will be a sad day in this city, as it is

supposed now that the funerals will take place ing that he had learned that Farr, the engineer then, but no arrangements have yet been made. The train laden with the dead for this city, which left Atlantic City at 3:30 o'clock this into the West Jersey excursion train. The first afternoon, pulled into the West Jersey station signal was about two thousand feet away, and here at 5:35. Mr. Riggins, president of the City is known as a distance signs ... Then he had to Council and Acting Mayor, made arrangements for receiving the bodies. The regular police force and a large number of special officers were at the station, as well as the entire Fire Depart-ment, under command of Fire Chief Elwell, to keep the crowds in order. This was not a hard keep the crowds in order. This was not a hard task, as the general sorrow was enough to keep the people subdued. There were at least 5,000 people awaiting the arrival of the train. The bodies brought here were those of J. Day Johnson, Richard W. French and his wife, Joseph Peters, Charles D. Burroughs, Fred Cheney and two children, Joseph and Nina F. Bell, Mrs. F. Bell, W. C. Loper, Mrs. W. C. Loper, Charles P. McGear, F. C. Muta, Pearl Muta, James N. Bateman, John Greiner, sr., Joshua Earnest and Morris Peters. The bodies of Michael May and Mrs. Ellen May were put off at Pahatine, and Frank Dubois at Husted's. The bodies here are now at the morgue. William C. Hemsley and Mrs. Hemsley, both badly injured, arrived home on the same train. They will recover.

Mrs. Hemsley, both badly injured, arrived home on the same train. They will recover.

Those from here still in the Atlantic City Hospital are Mr. and Mrs. Howard Smalley and Mrs. Smalley's mother, Albert H. Taylor, Mrs. Lizzle Muta and Samuel Muta, and others, some of whom died this afternoon. The body of Mrs. James N. Bateman has not been identified.

Salem, N. J., July 31.-No person, so far as known, from this place was injured in last night's railroad collision at Atlantic City. Daniel Freas and William Wentzel, of Alloway, near here, were killed, and relatives have gone to Atlantic City to bring the bodies home. road said that a similar accident was narrowly Samuel and Elmer Wentzel, of the same place, averted at the same crossing about a year ago. were injured, the former receiving a lacerated

wound in the head and the latter a fractured arm.

STORIES OF SURVIVORS.

EYE-WITNESSES DESCRIBE THE ATLAN-TIC CITY DISASTER.

THRILLING ACCOUNTS OF THE HARROWING AND PITIFUL SCENES WITNESSED BY PASSEN-

GERS ON THE WRECKED TRAINS. Philadelphia, July 31.-A graphic and harrowing ount of the terrible collision last night near At lantic City was given by Julius B. Price, jr., who arrived here on an early train this morning. "The 5:40 train of the Reading road, in which I went down to Atlantic City," said he, "seemed to be mak ing its regular time. I had a seat to myself, the second from the rear door of the regular smoker, back of the baggage car. As we came to the tower, half way between Pleasantville and Atlantic City, the train came to a halt witl a severe joit. The shock was so pronounced, even in the 3 that it swayed us all forward, then back, and then forward again. None of us in the smoker were hurt, I doubt whether any were even bruised. Several of us hastened to the forward car of those overturned. By the time we reached It thus assengers whom the collision had left able to free themselves were scrambling out of the windows We helped as many as needed it, and then made our way into the car. Half a dozen people were lying about inside amid the débris of seats. It was here that we fully realized the horror of the accident. The first woman that we took out had her leg cut off between the knee and the ankle; the severed portion hung by a shred of skin. A man w took out afterward evidently had his back broken. We got out as many as we could, but the cars wer so badly smashed that it was impossible to remove all by the doors. We set to work dragging away portions of the shattered roof of the second car and carried out a number through the opening.

"The sights that were presented after the majority of the dead and wounded had been removed were truly appailing. I saw at least twenty-five persons lying apparently dead upon the bank, whither they had been removed. There were many others pinned in the debris who could not be freed without the aid of mechanical appliances. With one of the passengers in my car I helped carry a man who was internally injured to a spot where a number of others lay who had been hurt. On the way he told us in broken tones that he feared that his entire family was destroyed-his wife, his child and his wife's mother and father. As we lowered him to the ground a woman all bandaged came panting and sank beside the sufferer, crying, 'Harry! Harry! Oh, my God! he's dying!

'At another place were a mother and child together. The mother, hurt internally, was unable to

"At another place were a mother and child together. The mother, hurt internally, was unable to move. The child, also injured, clung to her torn dress and cried to her for aid; but the poor woman could not speak, much less raise a hand to aid. These sights were everywhere, and the injuries of some of the victims were too ghastiy to describe-sightless, hattered faces on breathing boiles; crushed and mangled forms with eyes upnumed in pain and the lips mouning inarticulate anguish.

"It seemed a very short time when a throng of thousands gathered, and when the police and firemen from Atlantic City arrived to complete the work of rescue I came away, with others of the passengers who were unhurt, feeling that we would now be a hindrance rather than a help.

John McBride, who was on the Bridgeton excursion train, lives in this city. He was accompanied by his wife and daughter, and they occupied a seat in the rear car. He said that as they were coming out for home he was suddenly shot out of his seat a distance of six feet, and as he hastily recovered he saw his wife and child thrown in a heap, and flashing by the windows was the Reading train.

"I will never forget." said he, "the hourible scene that confronted us when we struggled out of the confusion into wideh we had been cast and got to the ground. There were the roar of escaping steam, the shouts of the unhair but terrified passensers, and above all, the grouns and shrieks of the dying. The engine of the Reading train was lying upon its side a wreck, the baggage car had been smashed to splinters, a coach had been form apert, and even on the roofs of the wrecked coaches lay the dead and the dying. Every one of us, as soon as we could recover our senses, went to work to rescue the unfortunates, and this was a terrible duty—horrible, yet pitiful. When I got into the station at Atlantic City, anxious to get some relief for my wife and child, who had been injured about the limbs, I saw two carloads of the wounded brought in, and another car contained the dead, whose

BRYAN'S JOURNEY EAST.

THE CANDIDATE COMPLETES HIS ITINEBARY-HE WILL VISIT MR. SEWALL AT BATTL

Lincoln, July 31 .- Mr. Bryan this evening completed the itinerary of his journey to New-York. Mr. and Mrs. Eryan will leave Lincoln Friday evening. August 7, on the train due in Chicag: Saturday afternoon. They will remain in Chicago over Sunday, leaving there just before 12 o'clock Sunday night, via the Pennsylvania road Monday night will be spent in Pittsburg, and the departure for New-York will be made early Tuesday morning. so as to reach there at 6:30 o'clock that evening. The National Committee will meet in New-York at the time of the notification, and important camnaten work will be discussed

From New-York Mr. and Mrs. Bryan will go to From New-York Mr. and Mrs. Bryan will go to Bath, Me., to visit Mr. and Mrs. Sewzill.

The return trip will not be arranged until after the New-York ratification meeting.

News of his indorsement by the Tammany Executive Committee was received by Mr. Bryan this afternoon in a telegram from Congressman Amos J. Cummings, as follows:

"The Tammany Executive Committee has just unanimously indorsed your nomination. My personal congratulations."

NEBRASKA FARMERS' TROUBLE.

A NATIONAL BANK WILL CALL IN ALL ITS PAPER Omaha Neb July 31.- Considerable excitement

prevails among farmers of Boxbutte County, over the communication received from the First National Bank of Alliance. The letter reads:

National Bank of Alliance. The letter reads:

Owing to the Constant agitation of the financial polley of the United States and the socialistic feeling emanating from the Chicago Convention, there had been doubt thrown over the minds of the people, such that points to the possibility of a greater panic than we have yet seen, should the laboring men of the country be threwn out of employment (now only half employed). There will be great labor trouble, such as will call on our millitary, and cause much distrust to the future outcome. We prefer to do nothing until there is more stability rather than take the chances of losing what we have, and would advise all our friends to stay out of debt. We shall call in all our paper this fall. We have your note—, due—, Piease be prepared to meet it promptly and do not ask for further time. Yours truly

R. M. HAMPTON, Cashier.

NOTABLE MEN AT CHAUTAUOUA. Chautauqua, N. Y., July 31.-Never before has many representative men and women in the so many representative men and women in the higher walks of education been at Chautauqua, The fifty-six men and women in the faculty of



Saving a man's life is looked upon as the greatest Saving a man's life is looked upon as the greatest service that can be rendered him. If he is in danger, he feels forever grateful to the friend who saves him. If he is delivered from savages, or from wild animals, or from drowning, or from the teeth of a shark, he can hardly find words to express his gratitude. Is it surprising then that Dr. Pierce has received thousands and thousands of enthusiastic letters from those who have been saved from death and lingering disease by his wonderful "Golden Medical Discovery?" Hundreds of these people write to say that they had suffered for years; that life had become miserable; and that death would have been welcome. Some of them say that doctors had given them up to die, when the use of the "Discovery" brought them back to happy life and health. This great remedy is meant for any say that doctors had given them up to die, when the use of the "Discovery" brought them back to happy life and health. This great remedy is meant for any one who has any disease of the throat, lungs, or bronchial tubes. Its strengthening and purifying effect on the lungs is so great that it will positively cure of per cent. Of all cases of consumption. It is a cleansing, strengthening, purifying, invigorating tonic. It puts new life into the blood and nerves, into the brain and body. It cures every form of indigestion, makes the appetite good, the sleep sound, the nerves steady. You should have Dr. Pierce's great work, "The People's Common Sense Medical Adviser." This illustrated volume has had a greater sale, at its regular price-fi so-than any other family medical book ever published. Now absolutely free, paper-covered to all who will send at one-cent stamps, to pay cost of mailing only, to World's Dispensery, Buffalo, N. Y. For French cloth binding, send 31 cents.

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institutions of learning in this country. Among those who are expected to arrive later are Charles Elliot, the distinguished head of Harvard University on "Recognition Day," August 19: the Rev. Charles Aked, the brilliant Liverpool preacher; Dr. J. M. Buckley, of New-York, and R. E. Peary, U. S. N. Governor Luce, of Wisconsin, and Colonel Russell H. Conwell, of Philadelphia, will speak on G. A. R. Day, Saterday, August 1, is Flag Day, and Charles R. Skinner, State Superintendent of Public Instruction, will be present. The address of the day will be that of the Rev. Mr. Booker T. Washington, of the Tuskegee Normal and Industrial School, Tuskegee, Ala., upon "The Negro Problem in the Black Belt of the South."

OBITUARY.

HENRY W. SMITH

Henry W. Smith, for many years a prominen Produce Exchange and a director in the Mutual Life Insurance Company of New York, died yesterday at the home of his son-inaw, Joseph D. Holmes, at White and High sts. Orange, N. J. He had been in failing health for ome months, and leath was due simply to a general running down of the system.

Mr. Holmes was born in New-York in 1820, and was educated in the public schools. When quite a young man he entered the office of Jesse Hoyt, in the produce commission business, and was soo taken into the firm, uncer the style of Jesse Hoyt & Co. Later he was a partner of Hobart Herrick who was at that time president of the Produce Exchange, under the style of Herrick & Co. He then went into business for himself. from active business in 1876. Mr. Smith was a manof mature financial judgment, and in 1875 he was
chosen as one of the directors of the Mutual Life
Insurance Company of New-York, and remained
in the Board till his death, his judgment and
opinion on financial questions being held in the
highest esteem. Mr. Smith was married in 1845 to
Miss Caroline Smith, of Litchfield, Conn. She died
in 1890. He leaves four children, one son and three
daughters. He was a Republican in politics and
was especially prominent during the War of the
Rebellion. He was often solicited to take public
office, and always refused. The funeral services
will be held in Trinity Congregational Church of
East Orange, of which he was an attendant, on
Monday afternoon, and will be conducted by the
pastor, the Rev. Dr. Fritz W. Baldwin. The burial
will be in Rosedale Ceraetery. from active business in 1876. Mr. Smith was a mar

CHARLES B. HERRICK.

Poughkeepsie, July 31 (Special).—Charles B. Herrick died on Wednesday at Haines Falls, in the Catskills, where he was taken about three weeks ago hoping that the mountain air would benefit his He had been a sufferer from the form of paralysis known as locomotor ataxia for about four years. Mr. Herrick was one of Poughkeepsle's mos public-spirited citizens and one of its leading law He was born on the farm near Salt Point where his father, William Herrick, still lives, and attended the neighborhood schools, after which he was sent to Easthampton, Mass., to prepare for college. He was graduated from Yale in 1869, and began the Thompson & Weeks, in this city. After graduating Thompson & Weeks, in this city. After graduating he continued his law study with the same firm, and then started out for himself as a lawyer. The first entry in his registry of law business on his own account is dated June, 1870, when he had an office with Jacob Jewett, in the old lawyers row of wooden buildings where the postoffice now is. In 1876 he went into partnership with Colonel Henry E. Losey, and the firm continued until Mr. Herrick's death, Mr. Herrick was a man of broad culture, interested in good literature and in everyching pertaining to education. He was a member of the old Literary Club here, and later became a trustee of Vassar Institute. He was a member of the Board of Education from 1875 to 1878 and was cierk of the Water Board at its organization. In politics Mr. Herrick was always a Democrat, and was appointed City Attorney in January, 1885, by Mayor Elisworth, Retiring upon the election of Mayor Rowley in 1889, he was again appointed by Mayor Elisworth. Retiring upon the election of Mayor Rowley in 1889, he was again appointed by Mayor Elisworth in 1891, and served through Mayor Ketcham's term until January, 1895.

R. P. READING.

Richard Reed Reading, son of the late Richard A. Reading, a well-known man in insurance circles of this city, died yesterday at his home, No. 2,162 Fifth-ave., after a lingering illness, Mr. Reading was born in New-York in 1853. He received his was born in New-Fork in 1888. He received fits early education in the public schools of the city, afterward being graduated from a business college. At an early age he followed the footsteps of his father and entered the insurance field. He rettred about ten years ago, by reason of failing beatty. retired about ten years ago, health. Three daughters survive him. The funeral will take place to-day at White Plains.

JUDGE GEORGE O. CARPENTER.

Providence, July 31.—Judge George O. Carpenter, of the United States District Court for Rhode Island and Massachusetts, died to-day in Keswick, Holland. He was on a European trip with Judge Warner, of this State. and Colonel Walter P. Vincent, his former law partner. He died from paralysis of the heart. Judge Carpenter was promoted to the United States Court from the Rhode Island Supreme Court. Several years ago he created a sensational incident in court by ordering General Benjamin F. Butler to keep stient or leave the courtroom.

THE REV. W. L. HYDE. Jamestown, N. Y., July 31.-The Rev. W. L. Hyde, department chaplain of the State G. A. R., died at his home in this city this afternoon. He was born

in Bath, Me., seventy-seven years ago, and was a graduate of Bowdoin College. During the war he was chaplain of the 112th Regiment. LEHMAIER DIES AT THE HOSPITAL.

HE HAD BEEN SHOT BY HIS BROTHER-IN-LAW ON

Michael Lehmaier, who was shot by Charles A. Johnson, his brother-in-law, last Tuesday morning, died at the New-York Hospital yesterday afternoon at 2 o'clock. He began to grow worse on

Thursday night, and suffered greatly from the pain caused by the bullets, which it had been impossible to extract. FUNERAL OF ROBERT GARRETT. Baltimore, July 31.-The body of Robert Garrett, cho died in Deer Park on Wednesday, was buried

in Greenmount Cemetery to-day. The funeral services were conducted in Grace Protestant Epis-copal Church by the Rev. Percy Hall, at 20 copal Church by the Rev. Percy Hall, at 10 o'clock this morning. The special musical service was elaborate, and included several of Mr. Garrett's favorite hymns, sung by a quartet. A great crowd filled the church early in the morning, and, before the funeral procession arrived, blocked the streets in all directions. Aside from the musical pregramme, the services were simple and quickly over. The honorary pall-bearers were: John K. Cowen, J. Harry Ferguson, N. S. Hill, Lewis N. Hopkins, Charles Nitze and Osman Latrobe, of Baltimore; Judge J. A. C. Bond, of Westminster, and Charles E. Lewis, of New-York.

ANOTHER BICYCLE CONCERN GOES UNDER. Robert Carey, a lawyer, was appointed a receiver poration for the manufacture of bicycles, which has an office at No. 16 Warren-st. The appointment was made by Chancellor McGill, of New-Jersey, in which State the corporation was registered, on the application of William H. Speer, Jr. The company has made the Sigamore, Fleetwing Viking, Emory and Halladay wheels The liabilities are \$36,000, and the nominal assets \$50,000.

In this issue is published a resume of the progress of the Industrial Arts and Sciences during the past fifty years. a publication of rare merit and great value. The Some of the principal subjects treated are

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THE POLICE BOARD TROUBLES, COLONEL GRANT DEFENDS HIS ACTION AS

TO THE INSPECTORSHIP-RESULTS OF THE EXAMINATION. The fight in the Police Board over the appointment of inspectors yesterday took a new turn. Colonel Grant, who has heretofore in many things sided with Commissioner Parker, but who joined Mesers. Roosevelt and Andrews at Wednesday's meeting in declaring that he would vote for

appointment of no inspectors until Brooks and Mo-Cullagh were confirmed, came out with a statement which was regarded as an attack on Mr In a statement made by Commissioner Parker on Wednesday he spoke of the action of his colleagues in rating only Brooks and McCullagh and shutting out ten officers who are honorably discharged veterans of the Civil War. Commissioner

shutting out ten officers who are honorably discharged veterans of the Civil War. Commissioner Grant has taken particular exception to this. In his statement yesterday he defended his action, stating that he had not opposed the veterans, but that plain justice demanued that McCullagh and Brooks, who had compiled with every condition prescribed by the Police Board, should be considered as Inspectors of Police, or that proof should be given of their unfitness for the position, either in capacity or character. "Having taken this stand on the ground, as I believe, of justice and right," said Colonel Grant, "I find it impossible to lend my aid to bringing about a condition of affairs which might place McCullagh and Brooks so that through the technicalities of law, they could be crowded from those positions which they have fairly earned."

Commissioner Parker, in answer to Colonel Grant's statement, said: "There was never any understanding or promise on my part that I would appoint Brooks and McCullagh or any one else. They were not appointed on probation, and in probation was ever talked of at that time. The action of the three Commissioners in connection, with making up the eligible list is illegal, and will not stand the scrutny of the courts for a moment. Any of the captains who were in the examination can compel the Board through the courts to rate them on their merits. The whole thing is a scheme to throw out the veterans."

The eligible list of candidates for inspectors was made up and submitted to the Commissioners yesterday. It has only the names of Brooks and McCullagh on it. McCullagh stands first, with a percentage of \$2.70. Brooks is second, with a percentage of \$2.70. Brooks is second, with a percentage of \$5.70, but he beat McCullagh by a few points in the competitive examination. As the other sixteen competitors received only to going in, none of them is on the eligible list.

The Police Commissioners yesterday opened bids for a new station-house in Charles-st. Three bids were received. They were Thom

DEAF MUTES IN SESSION AT ROCHESTER. Rochester, N. Y., July 31.-The eighteenth annual convention of the Empire State Association of Deaf Mutes is being held in the Young Men's Christian Association building, the first session being held this morning. The Rev. Dr. Thomas Gallaudet read the service for people who could hear at to-night's meeting, while the Revs. A. W. Mann and C. O. Dantzen read it simultaneously for the deaf mutes. Among the prominent deaf mutes in the city are Professor T. F. Fox. of Now-York City; Alexander Pach, J. H. Eddy, T. H. Jewell, of Rome; E. A. Hodgson, of "The Deaf Mutes' Journal," New-York; F. L. Seliney, of "The Deaf Mutes' Register," Rome, and J. R. Pimm, 'Auburn.

NOTES OF THE STAGE. Charles Frohman has secured a contract for new drama by Wilson Barrett and Elwin A. Barron, a Chicago newspaper man. The play is to be ready by October 31. The scenes are laid in New-York and London. It is in four acts, and is accepted for production in London at the Lyric Theatre.

The opening production of the coming searon at the American Theatre will be "The Great North-west," a new romantic play by Herbert Hall Winslow and Will. R. Wilson. The play will be produced on August 31.

Miss Neille McHenry is to open her season at Long Branch on August 20, in "A Night in New-York."

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